The Surrender of an Ohio Regiment without a Shot Fired.

BISCUITS, NOT BULLETS.

The Baggage Guard Meet an Old Friend Whose Name is John.

COLD COLUMBUS.

"This also which They Have Done Shall Be Spoken of as a Memorial."

AT J. P. ROSS, LIEUTENANT, CO. H, 78TH OHIO, INDIANOLA, IOWA.



HE Encampment held recently at Indianapolis seems to have been fully up to the average in numbers and enthusiasm, and if properly sized up by some of our boys from the West, to whose recitals we have listened, as well as from nte that has been written, we are led to the conclusion that in the matters

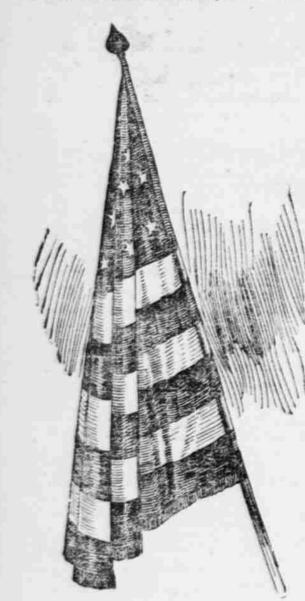
of welcome and entertainment it surpassed, not all, perhaps, but most of those hitherto

It is not my wish, however, to criticise, or even invite discussion relative to this natter-for all have done nobly and are ertainly deserving of highest commendaion-but to relate a circumstance, or pleasnt episode, if you please, which dates back 10 a time when deeds counted for more, yes, ar more, with the boys in blue than much

GUSH AND BLUSTER

of 20 or 30 years later, and is descriptive of he zeal and self-sacrificing devotion to the | were not angelic, but mortal. ause for which we struggled, and exhibits he timely and boundless hospitality ex- and fluffy, the sliced meats, fruits, jellies, ended, upon one occasion in particular, by butter, steaming coffee, etc., were not angel's During the few minutes only that were rehe patriotic and Union-loving people of the food, but constituted almost the identical quired to complete this work, we had caught eautiful Hub City, who opened wide the | bill of fare they had scores if not hundreds | enough from the broken sentences of "Wasn't oors of their hearts as well as of their nomes, and so royally entertained the boys of '61-'65, during the occasion of their 27th in camp, but oftener when on the march, annual lovefeast, held a few months ago.

On the 20th of March, 1864, having vet- mud, sleeping on the wet, cold ground, ofttimes with a snow-bank for a pillow, with ranized, the regiment of which the writer as a member, the 78th Ohio, started from limp haversacks, but carrying the full 40



FLAG OF THE 78TH OHIO.

Vicksburg for Columbus, O., for the 30 days n our own State promised us.

Arriving at Cairo, Ill., we exchanged transport for rail, and were soon being hurried scross the beautiful prairie lands of that State toward our destination.

Night at length began to spread her inky nantle over the landscape, and the boys, weary from their comfortless and almost -leepless journey up the serpentine stream, oiled themselves down as best they could to obtain their much-needed rest.

Word had been FLASHED AHEAD

hat a train carrying the 78th Ohio had left Cairo, and would arrive at Indianapolis about midnight, hence there was a "rustle n camp," and a scheme concocted by the wide-awake people with a view to giving us a "warm reception."

They had evidently expected to catch us picnic. napping. So they did, for scarcely had the train stopped when a dash was made by a squad placed on outpost duty in front of the depot and the commanding officer captured, who, without waiting to connsel with his subordinates, yielded to terms of and before the boys were aware, or many awake, the entire command-three Sergeants | wards. excepted-were handed over to the mercy of the triumphant victors to be led away thame, and seemed to have been worse than | was familiarly known as "demi-john."

a farce. But it makes a difference, you know, what kind of tactics are used. In less time, almost, than it takes to tell it,

the boys had been roused from their slumbers, formed in line, right-faced, and were being marched off to-no one seemed to know whither or what for. Presently, however, a door leading into a

large building is reached and they enter, not a Libby with its grimy walls and ghostly inmates, there to face starvation in its direct the arms of Morpheus's loving embrace. form, but to their astonishment a brilliantlylighted hall, in which stood long tables covered with white spreads, upon which had been placed a superabundance of everything that even the most fastidious appetite might | the car, guarding the baggage.

course,) that in their half-dazed condition they could scarce bring themselves to believe that they had not in reality been translated from a terrestrial into a celestial realm. After all it was reality, and not a myth. Those forms which flitted hither and thither, come, and hands so ready to extend

CORDIAL AND HAPPY GREETING

And those pyramids of buscuits so white

of times pictured in their minds and talked

about and wished for when on short rations

plodding day after day through rain and

woods full of Johnnies to feed them to.

soldiering would fit you.]

in waiting for us.

[Say, young America, in bright uniform,

just please read that last paragraph again,

Caire, and I will try to entertain you with

been as strictly reticent as the writer, has

been kept pretty severely bottled for almost

30 years, but being intimately associated

with the above, I have felt inclined to apply

the corkscrew, that those who find unstinted delights in the glow and sparkle of THE

NATIONAL TRIBUNE campfire may have

When we left the boat at Cairo, the head-

quarters baggage, which consisted in part of

Surgeon's and Quartermaster's supplies, was

loaded into a box ear, and placed in charge

of Serg'ts Will H. Cockins (later a Lieu-

tenant) and Ezra G. Warne, the former now

a resident of Columbus and the latter of

Zanesville, O., both Co. A boys, than whom

none better could be found in the regiment.

The writer, also a Co. A boy, had not long

prior to this time been advanced from the

rank of Sergeant to that of Sergeant-

Major of the regiment, and being footloose

to realize among kindred and friends,

FEASTING ON THE LUXURIES

As night drew on the doors were closed

and secured inside, a match applied to the

some articles that we might have a level

place upon which to spread our blankets,

when lo! hidden away among the Surgeon's

"tallow-dip," and we had begun to move

the benefit of what there is in it.

rounds in their cartridge-boxes, and the asleep."

"PLODDING DAY AFTER DAY THROUGH RAIN AND MUD."

then tell us how you think that style of boys, but equally as determined and un-

Such, in substance, is a portraiture of the and vigor of young manhood, who par-

joyous event as related by the boys an hour ticipated in the joyousness of that memor-

of human freight, and to which the three the march and struggle of life and laid

crestfallen Sergeants had the exquisite down to rest. The absence of their names

the Capital City of our own Buckeye State, a sad reminder that they have passed the

where, of course, a grand ovation would be boundaries of time. But they are not for-

our delight and comfort, let us go back for years ago I can count on the fingers of one

be done quickly.

in and help move the stuff, and we are off.

Now, comrades, one moment to reflection.

then we must basten. Many, yes very many,

of those ever-cheerful and light-hearted

flinching when tried, then in the prime

reached and passed, but we slept. The full-fledged. powerful iron horse dashed ahead, jerking and swaying the car at a fearful rate, as we realized later, but our slumbers were undisturbed. Methinks it would have required a collision of more than ordinary magnitude to break the spell and release us from

Indianapolis was reached; the boys were roused from their peaceful repose, formed and marched off to the feast prepared, and returned, and still we held our positions in

So sudden had been the transition that now remembering that we were in there, arated and hastened to our homes, where some were heard to declare (jokingly, of and they woke us up all right enough. for the next 30 days we abode upon the Great snakes, what a racket!

"Hello, there; open this door quick," was the first thing to greet our astonished ears. faces lit up and radiant with smiles of wel- had to be transferred to another car, across from my very highly-esteemed bunkmates the platform, and as the "hour and a half" also.

After a time we slept; and O, what a time, was going to say-as suddenly and effectuand what a sleep. Station after station was ally as if stricken by a seaboard cyclone

boys entertained all right when the Encampment was held at that place a few

years ago?" Yes, certainly, and let due credit be given; but I am dealing with old scores just now. At Zanesville, our home city, from where, one bleak, snowy day more than two years before, we had started posthaste for Fort Donelson, we had a gala-day of sunshine, happy greetings, a welcome which came from hearts filled to overflowing with joy, a But suddenly they lay siege to the car, | magnificent dinner, etc., after which we sepvery summit of the mount.

Now, I should like very much to hear from some of the old war-timers of the The door being unfastened and shoved back, Hoosier Capital City, from comrades of the we were made to understand by a half-dozen | 78th; and, trusting to distance as a tolerably voices, all talking at once, that the baggage | reliable safeguard to my scalp, I will add,

> SOMETHING GROWLED. A Story Showing Just What Should be Done

With an Escaped Wild Beast. A circus train had been smashed up at the junction, many of the cages had been broken and their occupants had had a chance to escape to the woods and fields. While we were waiting for the wrecking crew to clear the debris away, an old darky with a business look about him approached the circus manager and asked: " Boss, do I git anythin' if I cotch de giraffee what got got away last night?"

"No giraffee got away," was the reply. "Wall, I cotched sunthin' ober on my place dat must have got away from somebody. My brave volunteers of the Union army and amount on his own account. The articles show that one Yankee trick was worth two old woman dun says it's a giraffee, but mebbe navy won the fight, and it is the object of selected for the private trade were usually by Johnny Reb and his English coadjutor. t's a cle ant. "Our elephants are all here, but one of the

camels is gone." "Mebbe it's a camel. I nebber seed no camel. He ain't got no wings nor nuffin." "Does it look like a horse or a cow?"

"No, sah. My boy Henry says it's a nosceros, out I'ze a leetle suspishus dat it hain't." "We have no rhinoceros, but it may be our

acred bull from India." "Does yo'r sacred bull growl like a dawg an' show his teef?"

"No." "Does he walk around a nigger's cabin an' take a dog by the neck an' shake de life outer him an' roar an' roar?"

"No. It must be one of our lions! You don't mean to say you have captured a lion?" was up, and they wanted to pull out, it must "Can't say, boss. It's suthin' dat growls an' roars an' switches his tail. Him didn't wanter The boys sympathize deeply, and so pitch | cum along, but I jest tied a rope around his neck an' made him. He's tied up to dat tree ober dar, an' I reckon yo' orter gimme 'bout two bits for my trouble."

About 50 of us went up the road with the old man, and a quarter of a mile away, tied to a it grand-that coffee, those biscuits," etc., to persimmon tree and looking mighty disgusted, settle it in our minds that we had been was the biggest lion of the menagerie.

"Dunno if it's an elefant, or a nosceros, or Once more on the wing, we got a full rea giraffee," said the old darky, as he went up cital, to which we replied on the strength of and began loosening the rope, "but yere he am, borrowed consolation: "Never mind; when an' bein' as he killed my dawg, an' bein' as I had to drag him all de way ober, mebbe ye will we get to Columbus you won't find us "Great Scott, man!" gasped the manager as

he gave the darky a silver dollar, "didn't you know this was a lion, and the fiercest one of the whole lot ?" "No. Nebber dun knowed what he was,

Jest got a rope an' made him cum along, an' when he growled an' roared I hammered him wid dis stick. Much obleeged, sab. I will now go out an' see if I can't cotch suthin' wid later as the train pulled out with its burden able event, have grown weary and faint in wings on it!"

OLD TIMES ON THE RIVER. pleasure of listening as we sped on toward | from the annual roster serves naturally as | Days That Will Never Come Back to Travelers on the Old "Mississip."

Such times have never been seen since the war, and probably never will be again, for haste has supplanted every other consideration And now, comrades, leaving the boys to These who linger still in the shades of in travel, and most men and women would re-"fill up" on the good things prepared spe- eventide are widely separated, and those gard a week spent on the river as a week

cially by warm hearts and willing hands for whom I have met since coming to Iowa 24 | wasted. and fifties. The week of the voyage to New a little, to about the time of our leaving hand, but, confident of their united and Orleans was regarded as the best part of the hearty approval, I wish to say, all honor to | visit, for one was almost sure to find acquaintan anecdote relative to the three Sergeants, those noble and generous-hearted wives and boat considered themselves in duty bound to concerning which, if the other fellows have daughters of the pleasant home city of our | see that their passengers enjoyed themselves, | when, after mature consideration, the Gov-

Further than this deponent saith not. ened the census of that "burg"—ice-berg, I THE CI

"But," someone might ask, "weren't the Closing of Southern Ports During the

Increase of Shipbuilding with the View to Illegitimate Commerce.

VALUABLE PRIZES.

ENGLAND'S INTEREST.

Efficiency of the Federal Blockaders Along the Coast.

BY WILLIAM SIMMONS, 1432 WHARTON STREET PHILADELPHIA, PA.



of a century has elapsed since the great struggle for the preservation of the Union closed. The scars of that war are now visible only in the graveyards of the Nation and upon the bodies

ORE than a quarter

participants. Suffice it to say that the given the privilege of investing a small this article to show, in a measure, the great of not a bulky nature, and could easily be efferts put forward by one of the most im- stowed away in their chests. They conportant factors in the stupendous struggle, sisted of articles of luxury and household and which eventually drove the rebels to necessities, all of which netted them a profit the "last ditch" at Appomattox.

At the commencement of hostilities the navy was in such a weak condition that the

rigs, with two very light masts, which in many of them could, by a simple contrivance, be lowered and stretched along the deck within a few minutes, and as their iron hulls lay low in the water it required eyes of more than ordinary power to detect the gray dawn of early morning.

and Scotchmen that manned the swift, Clyde-built steamers, and it was essential to success that the crews should be composed of men of nerve and courage. To such men the trade was fascinating, and as the emoluments derived from it were far above the profits of any other business, the

danger was only a secondary consideration. The principal English ports for blockaderunners were Nassau, N. P., and Bermuda. A trip from either port to "Dixie" and return, including the time consumed in discharging and shipping cargo, usually occupied from 15 to 20 days under favorable circumstances-the distance being about 600 miles each way. But it often happened that circumstances were anything but favorable, and the runners would be compelled to lie in port for weeks together ere a favorable chance to run out presented itself.

The crew of a regular blockade-runner, carrying both freight and passengers, numbered about 40 persons all told. The Captain received the enormous salary of \$5,000 (gold) per month, while the First, Second and Third Mates received \$600, \$300 and \$200, respectively; the deckhands, or "roustabout," as they were called in the South, received \$100 per trip. Besides the of the surviving regular salary, every man of the crew was of from 400 to 500 per cent.

On the arrival of a blockade-runner in any of the neutral ports, loaded with cotton, rebels flattered themselves that they had | 10 or 15 bales, according to weight of cargo,

them for the great risks and dangers attached to the trade.

Blockade-running was carried on almost entirely by private concerns, of which the Bee and Frasier Companies, of Charleston, were most successful, and consequently they spectral forms as they stole along in the reaped a rich harvest. The rebel Government owned a few vessels engaged exclus-The danger attached to blockade-running | ively in blockade-running, the most successwas no drawback to the hardy Englishmen | ful of which was the Robert E. Lee, formerly the Giraffe, belonging to the Glasgow & Belfast Steamship Line. She was a fast side-wheel steamer, and under the command of Capt. Wilkinson, formerly of the U. S. Navy, made upward of 20 successful trips. She was at last captured by the U. S. S. James Adger while attempting to run into Wilmington.

> There were quite a number of other vessels that distinguished themselves by the number of successful trips they made, but,



A BLOCKADE RUNNER.

like the pitcher that went to the well, made one trip too many, and extinguished them-

Having given the reader a chapter on blockade-running, let us turn now to the blockaders, and see what they did to put down the illicit traffic, and at the same time To meet the handiwork of the

PRETENDING NEUTRAL,

John Bull, was a task which taxed our Navy Department to the utmost, and added much to the cares and perplexities of the muchabused Secretary; and although no degree of watchfulness on the part of commanders of blockading vessels could prevent entirely the illicit trade, it was made exceedingly hazardous for the runners, and in many cases proved disastrous to those who engaged in it.

With the opening of hostilities terminated the freight and passenger traffic to all the Southern ports; namely, Galveston, New Orleans, Mobile, Savannah, Charleston, Norfolk, and Richmond. The first five named were of the most importance to the rebels, as it was at those ports that infractions of the blockade was principally effected.

As the war progressed, and with the fall of New Orleans and the close blockade of Mobile and Charleston, Wilmington, N. C., became the most important port of then all. It was here that England kept the flame of Secession burning until it was completely snuffed out by the triple line of blockade

and capture of Fort Fisher. Most of the steamships owned by the coastwise steamship companies were bought or chartered by the War and Navy Departments, the fastest of which were converted into gunboats, while the slower were used

as transports. Among the fastest of the steamers purchased by the Navy Department, and which subsequently distinguished themselves as captors of blockade-runners, were the following-named, Santiago de Cuba, Connecticut, De Soto, Keystone State, Bienville, Quaker City, R. R. Cuyler, Rhode Island, Niphon, and a number of others not necessary to mention, but who did all that lay in their power to render blockade-running a

very perilous business. If the reader will examine a map of North America, and

DRAW A LINE

from Cape Charles, Va., to Bermuda Islands, thence to Nassau, in the Bahamas, contintan Strait, thence across the Gulf, and terminating at the mouth of the Rio Grande, he The prices of goods of all kinds in Dixie | will have a clear view (in the space between piece of beef, adequate for a family of four, blockading fleets; and it was within cost \$10, gold; a pound of tea, \$15; a barrel this area that some of the most valuable



LEADING THE BOARDERS.

review of the work done by some of the cruisers and blockaders may not prove uninteresting even at this late day.

Among the most noted captors of blockade-runners the Santiago de Cuba stands at steamer, purchased by the Government from was the steamer Victory, captured in the Summer of 1863, and sent into Boston for adjudication. Ship and cargo of cotton were

of blockaders. They were provided with profits of the owners; but still there was Her next prize, in point of value, was the

ON VETERAN FURLOUGH .- RETURN OF THE SOLDIER.

little to fear from the "Yankee" Govern- | would be immediately sold, and the proceeds | uing on to Havana, Cuba, across the Yucament so far as a navy was concerned; and | divided among the crew as a ernment declared the coast from the Chesapeake to the Rio Grande to be under block- during the war were so high, and the scarcity the line drawn and the coast line of the ade, the Secessionists looked upon the dec- so great, that only the most wealthy could | Southern States) of the field of operations laration as something ridiculous, while Eng- indulge in the luxuries. For instance, a of the blockade-runners, the cruisers, and

land treated it with UNDISGUISED CONTEMPT. the navy, the Secretary, Gideon Welles, took | eight cents in Nassau, sold for \$1 in Dixie; immediate steps for the establishment of a pair of common-made shoes, \$20; and vigilant blockade along an extent of coast other things in proportion. over 3,000 miles in length, which, when it All vessels bound for Dixie carried cargoes was accomplished, England, with all her of provisions, dress goods, medicines, and sneers, prejudice, and open preference for war material. On the return trip tobacco the seceding States, was forced to acknowl- and cotton were invariably the cargo. Cotton

ful features of the civil war. As we look back, after the lapse of so plish the stupendous task assigned to him.

English capitalists saw in the American and quick were they to take advantage of it. a piece of good fortune with the people of They spared no expense or trouble to pro- any of the blockaded ports to be connected restriction and bid defiance to the sacred sured at least a partial supply of the comherricane deck, would thump and blow until laws of neutrality, for they confidently betriumph, and that in the near future the them the envy of their townswomen; for rich country, with its teeming marts of the gentlemen, a supply of wines, cigars, etc. cotton and tobacco, would be laid at their In the first year of the war, luxuries of all

> work in their great shipyards. The roar of progressed, and the blockade became more furnaces and the ring of hammers were soon stringent, and, in consequence, heard throughout the length and breadth of the kingdom, while the common topic of the rebel Government issued an edict forconversation was blockade-running.

The steamers built upon the Clide soon made themselves famous by their speed and beauty of model, and nothing was left undone to increase their chances of success. painted a lead-color, which blended well with the horizon and the gray dawn of day,

RUNNING THROUGH THE LINES

REWARD FOR FAITHFULNESS. Notwithstanding the weak condition of of flour, \$50; a pound of baking-soda, worth prizes were captured during the war. A

e one of the most striking and wonder- worth eight cents per pound in Wilmingt sold for 80 and 90 cents in Bermuda.

When a runner made one successful trip many years, we wonder how the venerable she was considered to have paid for itself, and Secretary, who bore in silence the ridicule every subsequent trip was consequently and abuse of the press, managed to accom- clear profit. The private ventures of the Captain and his chief officers usually realized to them a handsome profit of from conflict an opportunity to enrich themselves, \$5,000 to \$10,000 per trip. It was considered duce steamers to break through the lines of or interested in a blockade-runner, for it inforts and luxuries of life; for the ladies, an lieved that the Southern Confederacy would occasional silk dress or a bonnet, making kinds formed part of the cargo of a Dixie-So their skilled mechanics were put to bound blockade-runner; but as the war

> PROVISIONS MORE SCARCE, bidding the importation of luxuries, restricting the cargoes of runners entirely to those articles which the South needed in its | the head. She was a large side-wheel military operations, or which contributed to the supply of the actual necessities of the | the merchant-marine, and converted into a people. One-half of the outgoing cargo was cruiser. The most valuable of her prizes also required to be devoted to Government account, as was also one-half of the incom-

This, of course, somewhat curtailed the sold for \$306,400. noiseless machinery and the simplest of always a margin sufficiently large to pay steamer A. D. Vance, captured in September,

OFF FOR HOME Little Ben," and while there shall remain | for this was considered to be a part of their

so far as connection with any particular company was concerned, he gladly accepted one of that gailant band of veterans who an invitation extended by the two comrades partook of the bounties of their hospitality to "bunk" with them in the baggage car. to recount the hardships and privations en-Being thus pleasantly situated, and looking dured, and tell of the joys, too, which often forward with high hopes and glowing antic:came to illumine our sometimes dark and pations to the grand times we were soon uneven pathway during these terrible years, This also which they have done shall be (remembered, if not) spoken of for a memorial of them." and reveling in the delights of home, it

"But," someone asks, "what about Cowould be but natural that we should have a

Well, ahem, yes, we got there; but it would require the tact of an abler pen than mine to fitly describe the ovation (?) further than to say that the stolid indifference, not to say icy coldness, which met us, in the absence of even common courtesy, penecapitulation proposed by the wily strategists, stuff, we discovered a Johnny, whom we trated and chilled even to the marrow of "scalped" on sight, and interviewed after- | our bones.

About the only thing worth mentioning Now, lest some sensitive nature be in connection with our arrival and short deshocked by visions of a "specimen copy" of tention there, in which there was manifested | live stock was to be brought on board every captive by them at their will. So wisely and | Modoc or guerrilla savagery being perpe- any marked degree of life, warmth and vigor successfully had they planned and got in trated in cold blood, in a cold box car, let me | was the stinging anathemas which some of the | and Texas steers were as contrary then as they their work, that frequent attempts by the | whisper it very gently-it wasn't a Johnny | boys felt constrained to send home with more | have been ever since, and clubbing and tail-Johnnies in the same direction were put to reb, but another, who, in military parlance, than ordinary force and exactness, which, legitimate methods of inducing a refactory had they been bayonets, would have less- steer to walk the plank.

The trip was, in one seese, a round of festivities. Many of the boats carried bands, and on approaching towns where a landing was to be made the band would assemble in all the glory brass buttons, and, taking its place on the man, woman and child bad assembled on the landing to see what the noise was about. The passengers crowded on the sides to look

at the mob on shore as the boat drew near the landing; with much ceremony the gangplank was run out by the rousters; merchants and factors came on board to transact their business with the Captain and clerks; the boat's agents went on shore to attend to necessary affairs; all was burry, for the boat's stay at one landing was generally brief unless there was much

Loading the freight and bringing on the

was not always of a thrilling interest, but when | They were long, narrow, side-wheel crafts, traveler at once seenred a position where he could command the whole situation, for mules

eight to come on board.

wood were the occupations which presented nost attractions for the passengers. Perched on the railings or comfortably seated on easychairs on the cabin deck they surveyed the operations going on below with lively amuse-The ordinary business of freight handling

which was their favorite time for